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CIVIL AFFAIRS GUIDE

on

ITALIAN RAILROAD ADMINISTRATION

FOREIGN ECONOMIC ADMINISTRATION
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ITALIAN RAILROAD ADMINISTRATION

I. General Considerations

A. The Italian Network

1. Permanent Way

The Italian railroad network is the fifth largest in Europe (Figure 1). In 1940 the total length of line was 22,941 kilometers (14,255 miles); 19,187.4 kilometers (11,922 miles) were standard gauge and 3753.2 kilometers (2,332 miles) were narrow gauge. All important lines (almost 17,000 kilometers; 10,563 miles) were operated by the national railroads (Ferrovia dello Stato, abbreviated F.S.). Except for a short stretch in Venezia Tridentina and for various lines in Sicily, the national lines were standard gauge. This system was a network of considerable efficiency. A high ratio (26.5 percent) of the length of line had double tracks or more. Track and facilities were kept in good state of repair.

2. Electrification

Prior to the war, one third of the national main lines was electrified. No other country in the world had such a large mileage of electrified main lines nor had any other European country except Switzerland a higher percentage of electrified main lines. However, no uniform system was adopted. In the early period of electrification, 3,700-volt, three-phase alternating current of 16 2/3 cycles was used and was still found on important lines in northern Italy. Greater mileage, however, was operated on 3,000-volt direct current.

On a few lines, other electrification systems were installed. The difference in systems resulted in many inconveniences and made general interchange of locomotives impossible. Conversion of various alternating current lines to direct current operation was projected. (For location of power plants, see Figure 1.)

3. Railroad Density

Railroad density (11.9 miles per 100 square miles and 3.2 miles per 10,000 population) is smaller than in central and western European countries, but higher than in the Balkans. Density, however, varies greatly in the different Italian compartments (Table 1).

4. Equipment

Before the war Italian railroad equipment was adequate and well maintained. In 1940 the national railroads owned 4,359 steam locomotives, 1,353 electric locomotives, and 502 railcars; 7,545 passenger and mail cars; and 130,338 baggage cars. Since 1930 several hundred powerful electric locomotives and many modern passenger and freight cars have been built. Only 40 percent of all freight cars, however, were equipped with installations for continuous air brake operation. Machinery and tools in most shops (for location, see Figure 1) were efficient according to modern standards.

5. Capacity

The many modernizations of line, facilities, and equipment which took place in the decade preceding the war greatly increased the capacity of the system. It was particularly high in northern Italy and on the west coast as far south as Naples.

Table 1. RAILROAD DENSITY IN ITALY

Compartment	Route Miles Per 100 Square Miles	Route Miles Per 10,000 Population
Piemonte	12.2	3.9
Liguria	15.4	2.1
Lombardia	14.9	2.2
Venezia Tridentina	6.6	5.1
Veneto	12.5	2.8
Venezia Giulia e Zara	9.3	3.2
Emilia	12.1	3.0
Toscana	10.9	3.2
Marche	8.6	2.5
Umbria	11.0	4.8
Lazio	12.8	2.9
Abruzzi e Molise	10.8	3.9
Campania	15.7	2.1
Puglie	13.0	3.5
Lucania	9.9	6.7
Calabrie	12.9	4.0
Sicilia (Sicily)	13.6	3.2
Sardegna (Sardinia)	9.1	7.6
Total Italy	11.9	3.2

B. Traffic and Finances

1. Traffic

In 1939-40 revenue freight traffic was 59 million metric tons (65 million short tons), and 15,032 million ton kilometers (10,297 million ton miles).* The principal commodities carried were fuel, construction materials, agricultural products, metals, and machinery. As in most European countries, passenger traffic represented a greater proportion of total traffic than in the United States.** In 1939-40 the number of passengers was 122 million and passenger kilometers were 13,546 million (8,417 million passenger miles).*** A large part of this traffic was international tourist traffic which was carried at cheap rates and far below cost to assist the government in attracting foreigners.

2. Financial Situation

The financial situation of the national railroads was satisfactory in the fiscal years (ending June 30) from 1924-25 to 1930-31. During the depression revenues dropped considerably and the financial situation became precarious, as it did on railroad systems in almost all other countries.

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* This was 4.38 percent and 5.15 percent of the corresponding figures for U.S. steam railways (class I, II, III) for 1938.

** Passenger train revenues in 1938 were 33.99 percent of total operating revenues on Italian national lines as compared with 14.1 percent on U.S. class I rail carriers.

*** This is 26.84 percent and 38.87 percent of the corresponding U.S. traffic statistics for 1938.

Substantial contributions from the Treasury were necessary to balance accounts. When revenues began to increase in 1935-36, the situation improved; a surplus was shown for the years 1936-37 and 1937-38. Operating ratios varied according to changing revenues (Table 2). However, in comparing these financial results with those of private companies, it should be remembered that the national railroads paid no taxes.

C. Effects of War

In the first three years after Italy's entry into the war, the railroads suffered no damage. During this period the locomotive position was better than in other Axis countries. Number of passengers and passenger kilometers rose far above prewar figures. Passenger services were kept at nearly peacetime levels until the summer of 1942, and in the ensuing months they were only slightly restricted. Freight traffic and freight services, on the other hand, increased appreciably. After the Allied blockade of the Mediterranean became effective, fuel and many other commodities which had formerly been imported through Mediterranean and Adriatic ports had to enter Italy via the northern gateways and had to be shipped by rail over much longer distances than before. Consequently, severe freight car shortages and other operating irregularities became frequent.

The situation changed with the Allied landings in Sicily and on the Italian mainland. Immediately before and after these operations, heavy damage was inflicted on railroad lines

Table 2. FINANCIAL SITUATION OF THE ITALIAN NATIONAL RAILROADS
(in million lire)

	1930-31	1931-32	1932-33	1933-34	1934-35	1935-36	1936-37	1937-38
Operating Account								
1. Revenues	4.166	3.495	3.129	2.888	2.769	3.316	3.706	4.181
2. Expenses	3.684	3.249	3.156	3.064	2.954	2.992	3.006	3.419
3. Operating Income (+) or Deficit (-)	+ 482	+ 246	- 27	- 176	- 185	+ 324	+ 700	+ 762
4. Operating Ratio	88.43	92.95	100.88	106.09	106.67	90.23	81.10	81.78
5. Net Income (+) or Net Deficit (-) (after fixed charges)	+ 10	- 298	- 603	- 807	- 840	- 350	+ 178	+ 210
6. Appropriation from Reserve	-	100	-	7	-	-	-	-
7. Contribution of the Treasury	-	198	603	800	840	350	-	-

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and facilities. As the war goes on in Italy, destruction will increase, a great number of cars and locomotives will probably be destroyed or moved north by the German Army, and operating difficulties will be tremendous.

II. Administration and Personnel

A. National Railroads

1. Railroads and Politics

The national railroads were administered as a semi-autonomous corporation until 1922. When the Fascist regime came into power this status soon became a formality. The leading career men endeavored to preserve as much independence as possible from political interference, however, and only a few outsiders were able to secure responsible positions where skill and knowledge were required. Nevertheless, compromises had to be made and Fascist influence in many cases was stronger than desirable, especially from the standpoint of economy. Party connections were used to obtain favorable contracts from the railroads.

2. Efficiency of Management

Most employees in higher position had university education. The number of men with technical training was much greater than of those with backgrounds of business, economics, or law. The management of the railroads was on the whole in the hands of competent officials who demonstrated remarkable progressiveness and foresight. Over long periods they were able to obtain the necessary funds for pursuing their projects of modernization.

3. Outline of Organization

The following outline of the pre-war organization of railroad administration (see also Figures 2 and 3) indicates that a wide diversity of methods was employed for distribution of authority.

a. Ministry of Communications

The Minister of Communications was in charge of national and private railroads, merchant marine, and navigation on inland waterways. He was also head of the post and telegraph administration. Next in rank was the Undersecretary (Sottosegretario di stato) for railroads. These two officials, who were politicians, shared responsibility for railroad administration with the Director General (Direttore generale), a career man. His agency, the Directorate General of the National Railroads (Direzione generale delle ferrovie dello stato) was part of the Ministry, and the Minister and the Undersecretary had no special staff for railroad matters. It is obvious that under these circumstances the position of the Director General was well established.

b. Administrative Council

The Minister was chairman and the Undersecretary was vice-chairman of the Administrative Council (Consiglio d'amministrazione). The Council consisted of 10 members, including the Director General, other railroad officials, representatives of the Treasury, Public Works, Justice, and War Departments, as well as experts in engineering and administration. The functions of the Council were chiefly consultative.*

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* In 1938-39 the Council met almost every week (41 times).

c. Directorate General

The Director General was assisted by a Vice-Director General (Vice-direttore generale). The Directorate General was divided into 7 departments (servizi): 1) Transportation* (movimento), 2) Traffic (commerciale e traffico), 3) Maintenance and Operation of Equipment (materiale e trazione), 4) Construction** and Maintenance of Way and Structures (lavori e costruzioni), 5) Personnel and General Matters (personale ed affari generali), 6) Finance and Accounting (ragioneria), 7) Purchasing and Stores (approvvigionamenti). The departments were divided into bureaus (uffici) and the bureaus into sections (sezioni). Various bureaus, as for example the bureau for preparation of mobilization, were not part of a department but reported directly to the Director General.

The Offices of the Directorate General were in Roma, with the exception of the Department for Maintenance and Operation of Equipment, which was located in Firenze.

d. Principles of Regional Organization

Regional organization was based primarily on divisional lines. The railroad system was partitioned into 14 divisions (Compartimenti ferroviari)***(see Figure 2). A division management (Direzione compartimentale) was located in each

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* The term "Transportation" is used here instead of "Operation because the latter term in American usage includes maintenance and operation of equipment and maintenance of way and structure

** Construction projects were carried out in cooperation with the Directorate General of New Railroad Construction (Direzione generale delle nuove costruzione ferroviarie) in the Ministry of Public Works (Ministero dei lavori publici).

***These railroad divisions did not coincide with the 18 statistical compartimenti.

division except Cagliari (Sardinia), where a delegation (delegazione) functioned. The division managements, however, were not in charge of all services. Those which did not come under the authority of the division management were classified as general services (servizi generali); the services administered by the division management were known as operating services (servizi dell'esercizio).

This method of regional organization is similar to that adopted by those American railroads which adhere to organization on divisional lines. It differs from the German system whereby division managements (Reichsbahn-direktionen) are in charge of virtually all services within their areas.

e. General Services

The following agencies reported directly to the Directorate General:

i. Under the Traffic Department: Passenger and freight accounting offices (controllo viaggiatori e bagagli; controlli merci) in Firenze and Torino.

ii. Under the Department of Maintenance and Operation of Equipment: Major repair shops for locomotives and cars (officine locomotive, officine veicoli) (For location see Figure 1).

iii. Under the Department of Construction and Maintenance of Way and Structures: Offices for electrification (uffici elettrificazione) in Roma and Bologna.

iv. Under the Accounting and Finance Department: Offices with various functions in each division.

v. Under the Stores and Purchasing Department: Offices of Store Superintendents (riparti) in Torino (Turin), Milano, Verona, Firenze (Florence), Roma, Napoli (Naples), and Palermo in charge of 27 storehouses (magazini) distributed over the system, and of plants for treatment of ties (cantieri iniezione traversi) in Mestre, Roma—Monteverde, and Napoli.*

In addition there were medical inspectorates (ispettorati sanitari) and other agencies of minor importance which reported directly to the Directorate General. Personnel matters were handled partly as general and partly as operating services.

f. Division Managements

The division managements had sections for 1) Transportation, 2) Traffic, 3) Maintenance and Operation of Equipment, 4) Construction and Maintenance of Way and Structures. They also had a personnel office and an office for electric installations and signalling.

g. Districts

Organization of the agencies subordinate to the division managements varied according to services.

1) Transportation

Offices of Superintendents of Transportation (riparti

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* The large plant for treatment of ties in Livorno (Leghorn) operated directly under the Directorate General.

di movimento) (for location see Figure 2) directed train and switching operations and supervised stations. There were one or more car service offices (circoli repartizione veicoli) and superintendent offices in charge of passenger train crews (riparti personale viaggiattore).

2) Traffic

Offices of Traffic Managers (riparti di traffico) were located in larger cities.

3) Maintenance and Operation of Equipment

The divisions were subdivided into districts for supervision of operation and maintenance of equipment. (The larger districts were known as circoscrizioni, the smaller as riparti.) (For location see Figure 2) Locomotive running repair shops attached to the larger roundhouses (depositi locomotive), and carshops (squadri rialzo) were subordinate agencies (For location see Figure 1).

4) Construction and Maintenance of Way and Structures

Groups of district engineers were responsible for civil engineering matters. The number of these district engineers was greater than that of superintendents of transportation. (For location see Figure 2)

B. Regulation of Private Railroads

The Inspectorate General of railroads, tramways, and automobiles (Ispettorato generale delle ferrovie, tranvie ed automobili), a division of the Ministry of Communications, was in charge of regulation of private railroads. It functioned under a Director General (Direttore generale), and general and superior technical inspectors (ispettori

generali, ispettori superiori tecnici di vigilanza). A special bureau (Ufficio affari generali e personale) dealt with general and personnel matters. There were 16 Divisional Railroad Inspection Agencies (circoli ferroviari d'ispezione) which were located in Ancona, Bari, Bologna, Bolzano, Brescia, Cagliari, Catanzaro, Firenze (Florence), Genova (Genoa), Milano, Napoli (Naples), Palermo, Roma, Torino (Turin), Trieste, and Verona. (For a list of the major private railroads see Table 3.)

C. Military Transport Organization*

1. Division of Authority between Military and Civil Agencies. Military transport organization in wartime resembled German practice. Actual operations were controlled by the railroad administration and the private companies. Military agencies determined military transportation requirements and transmitted requests for transportation of troops and supplies to the railroad administration and to private railroad companies. If necessary the military authorities could reserve specific lines entirely for military transport, and in extraordinary cases, could take over the operation of lines.

2. Military Organization. The central military agency was the Superior Directorate of Transportation, which operated

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* The outlines of this military wartime organization were based on a Royal Decree of November 16, 1939. It is not known whether any changes have taken place since the outbreak of war.

Table 3. MAJOR PRIVATE RAILROADS
(Prior to the war)

	Company		kms	miles	Gauge*	Lines Operated
1	Soc. Siciliana di Lavori Publici (Ferrovie Circumetnea)	Catania	120	75	3' 1 3/8"	Circumetnea
2	Soc. Anon. Italiana per le Ferrovie del Sud-Est	Via Ravenna, Roma	476	296	4' 8 9/10"	Taranto-Bari; Putignano-Mungivacca (Bari); Otranto-Lecce; Gagliano Leuca-Maglie; Gagliano Leuca-Novoli; Gallipoli-Casarano; Gallipoli-Zollino; Lecce-Martina Franca
3	Soc. Anon. per le Strade Ferrate Secondarie Meridionali	Napoli	117	73	3' 1 3/8"	Napoli-Ottaiano-Circumvesuviana; Napoli-Nola-Baiano; Torre Annunziata-Castellamare
4	Soc. Anon. Esercizio Pubblici Servizi (Ferrovie Cumana)	Napoli	20	12	4' 8 9/10"	Napoli-Pozzuoli-Torregaveta
5	Soc. Italiana per le Strade Ferrate del Mediterraneo	Piazzale L. Cadorna 18, Milano	858	533	114 km (71 mi) 4' 8 9/10" 744 km (462 mi) 3' 1 3/8"	Bari-Altamura-Montalbano; (Bari-) Altamura-Potenza; Terni-Perugia-Umbertide; Perugia-Ponte S. Giovanni. (Lines in Umbria, Calabrie and Lucania)
6	Soc. per le Ferrovie e Tramvie del Mezzogiorno	Via del Tritone, 124, Roma	80	50	4' 8 9/10"	San Severo-Rodi-Peschici
7	Ferrovia e Funicolare Vesuviana (gia Thos. Cook & Son. S.A.I.)	Pugliano, Napoli	9	5.5	3' 3 3/8"	Pugliano-Vesuvius

* The Italian standard gauge is 1.445 m (4' 8 9/10"), somewhat wider than the usual standard gauge. However, interchange of equipment between Italian and other continental European standard-gauge lines is possible.

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	Company	Address	kms	miles	Gauge	Lines Operated
8	Soc. per le Ferrovie Adriatico-Appennino	Lanciano and Fermo	229	142	3' 1 3/8"	Marina Ortone-Crocetta; Marina S. Vito-Castel di Sangro; Atessa-Archi; (Ferrovia Sangritana) Porto S. Giorgio-Amandola
9	Soc. Elettro-Ferroviaria Italiana	Roma	25	16	4' 8 9/10"	Roma-Lido di Roma
10	Soc. Romana per le Ferrovie del Nord	Roma	105	65	4' 8 9/10"	Roma-Viterbo
11	Gestione Comissariale Governitiva	Roma	140	87	3' 1 3/8"	Roma (Termini)-Frosinone Scalo; Frascati-S. Cesareo; Guarcino-Vico del Lazio; Fiuggi Citta-Fiuggi Fonte; Frosinone Scalo-Frosinone Citta
12	Soc. Nazionale di Ferrovie e Tramvie	Iseo	201	125	4' 8 9/10"	Orbetello-Porto San Stefano; Edolo-Iseo; Iseo-Rovato; Bornato-Paderno; Rovato-Soncino; Soncino-Soresina; Soresina-Cremona
13	Soc. Santerno Anon. Ferroviaria	Imola	34	21	4' 8 9/10"	Massalombarda-Fontanelice
14	Soc. per le Ferrovie dell' Appennino Centrale	Citta di Castella, Perugia	135	84	3' 3 3/8"	Arezzo-Fossato
15	Soc. Ferrovie Elettriche Abruzzisi	Pescara	39	24	3' 1 3/8"	Pineta di Pescara-Pescara-Penne; (Ferrovie del Tavo)
16	Soc. Anon. Ferroviaria Massa M.-Follonica Porto	Massa Marittima	26	16	4' 8 9/10"	Massa Marittima-Follonica Porto

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	Company	Address	kms	miles	Gauge	Lines Operated
17	Soc. Veneta per Costruzione ed Esercizio di Ferrovie Secondarie Italiane	Bologna, Padua, and Ferrara	514	319	482 km (300 mi) 4' 8 9/10" 32 km (20 mi) 3' 1 3/8"	Arezzo-Pratovecchia Stia; Bologna-Portomaggiore; Budrio-Massalombarda; Udine-Cividale; Conegliano-Vittorio V; Carnia-Villa Santina; Piovene R.-Arsiero; Piovene R.-Thiene; Venezia Mestre-Piove di Sacco-Adria; Ferrara-Copparo; Ferrara-Cento; Cento-S. Giovanni in Persiceto; Modena-Decima; Parma-Suzzara-Asiago-Schio; (Lines in Bologna, Padua, and Ferrara)
18	Soc. Trazione e Ferrovie Elletriche Toscane	Pisa	22	14	4' 8 9/10"	Pisa-Calambrone
19	Soc. Italiana per Imprese Ferroviarie e Lavori Pubblici	Siena	59	37	4' 8 9/10"	Siena-Monte Antico
20	Soc. Veneto-Emiliana di Ferrovie e Tramvie	Rimini	15 32	9 20	4' 8 9/10" 3' 1 3/8"	Adria-Ariano Polesine; Rimini-San Marino
21	Gestione Governativa Provissoria	Bologna	54 36 29	34 22 18	4' 8 9/10" 3' 1 3/8" 3' 3 3/8"	Ferrara-Ostellato-Codigoro Rimini-Mercativo Marecchia Ostellato-Porto Garibaldi
22	Soc. Anon. Ferrovia Alto Pistoiese	San Marcello Pistoiese	17	11	3' 1 3/8"	Pracchia-Mammiano
23	Consorzio Cooperativo per le Ferrovie Reggio-Ciano e Reggio Po	Reggio Emilia	56	35	4' 8 9/10"	Reggio Emilia-Boretto; Barco-Montecchio; Reggio Emilia-Ciano d'Enza
24	Soc. Anon. Elettrovie Romagnole	Mantua	40	25	4' 8 9/10"	Mantua-Peschiera
25	Tramvia Provinciale Bologna-Casalecchio-Vignola	Viale Aldini N. 138, Bologna	32	20	4' 8 9/10"	Bologna-Bazzano-Vignola

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	Company	Address	kms	miles	Gauge	Lines Operated
26	Soc. Anon. per le Ferrovie di Reggio Emilia	Reggio Emilia	71	44	4' 8 9/10"	Bagnolo-Carpi; Sassuolo-Reggio Emilia-Guastalla
27	Soc. Emiliana di Ferrovie, Tramvie ed Automobili	Modena	102	63	4' 8 9/10"	Modena-Sassuolo; Modena-Mirandola; Cavezzo-Finale; Modena-Vignola; Spilamberto-Bazzano
28	Soc. Anon. Costruzione Esercizio Ferrovie	Genova	24	15	3' 3 3/8"	Genova (Genoa)-Casella
29	Soc. Anon. Ferroviaria Val d'Orba	Genova	33	21	4' 8 9/10"	Novi-Ovada; Basaluzzo-Frugarolo
30	Soc. Anon. Strada Ferrata di Biella	Turin	30	19	4' 8 9/10"	Santhia-Biella
31	Soc. Anon. Torinese Tramvie Intercomunali	Via Giordano Bruno, Torino	130	81	4' 8 9/10"	Torino (Turin)-Orbassano-Giaveno; Orbassano-Cuamiana-Pinerolo; Torino-Trofarello-Poirino; Torino-Chivasso-Brusasco; Torino-Settino-Bertolla
32	Soc. Anon. Ferrovie Torino Nord	Corso Giulio Cesare, 15, Torino	109	68	4' 8 9/10"	Torino (Turin)-Cirie-Cores; Torino-Valli del Canavese
33	Tramvia Elletrica Torino-Rivoli	Torino	12	8	4' 8 9/10"	Torino-Rivoli
34	Soc. Anon. per la Ferrovia Suzzara-Ferrara	Ferrara	82	51	4' 8 9/10"	Suzzara-Ferrara
35	Soc. Anon. Ferrovie e Tramvie della Prov. di Alessandria	Alessandria	9	6	4' 8 9/10"	Tortona-Castelnuovo Scrivia

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	Company	Address	kms	miles	Gauge	Lines Operated
36	Soc. Anon. Ferrovie Nord Milano	Milano	265	165	4' 8 9/10"	(Milano-) Bovisa-Seviso-Erba; Milano-Bovisa-Saronno; Cairate L. Ceppino-Malnate-Valmorea; Erba-Canzo Asso; Saronno-Grandate-Como; Novara-Seregno-Castellanza-Cairate L. Ceppino; Como-Malnate-Varese-Laveno; Saronno-Malnate-Varese
37	Ditta Ellena, Manassero e Turbiglio	Mondovi	33	21	3' 1 3/8"	Mondovi-Villanova-Cave della Rocchetta; Fossano-Mondovi
38	Soc. Ferrovia Monza-Molteno-Oggiono	Staz. Sobborghi, Monza	34	21	4' 8 9/10"	Monza-Molteno-Oggiono
39	Soc. Anon. Ferrovie Elletriche Biellesi	Biella	42	26	3' 1 3/8"	Cossato-Masserano; Biella-Cossato-Vallemosso; Biella-Balma
40	Soc. Anon. Ferrovia Rezzato-Vobarno	Rezzato	26	16	4' 8 9/10"	Vobarno-Rezzato
41	Soc. per la Ferrovia Voghera-Varzi	Voghera	32	20	4' 8 9/10"	Voghera-Varzi
42	Tranvie Elletriche Bresciane	Brescia	206	128	4' 8 9/10"	Lines in Brescia area
43	Soc. per la Ferrovia Elletrica Di Valle, Brembana	Brembana	41	26	4' 8 9/10"	Bergamo-S. Martino di Calvi Nord
44	Soc. Ferrovia Valle Seriana	Bergamo	35	22	4' 8 9/10"	Bergamo-Ponte Nossa-Ponte Selva; Bergamo-Nossa-Clusone
45	Soc. Anon. per Azioni Agnone-Pescolanciano per la Ferrovia, Agnone-Pescolanciano	Agnone	37	23	3' 1 3/8"	Agnone-Pescolanciano

	Company	Address	kms	miles	Gauge	Lines Operated
46	Soc. Sub-Alpina di Imprese Ferroviarie	Intra and Spoleto	32 51	20 32	3' 3 3/8" 3' 1 3/8"	Domodossola-Swiss Frontier Norcia-Spoleto
47	Soc. Anon. Ferrovia Elettrica Transatesina	Bolzano	13	8	4' 8 9/10"	Bolzano-S. Antonio
48	Soc. Anon. Industriale e Ferroviaria	Agordo	29	18	4' 8 9/10"	Bribano-Agordo
49	Soc. Italiana di Ferrovie e Tramvie	Piacenza	33	21	4' 8 9/10"	Piacenza-Bettola
50	Soc. Anon. Ferrovie alta Valtellina	Tirano	26	16	4' 8 9/10"	Sondrio-Tirano
51	Soc. Anon. Ferrovia di Valle Sessera	Grignasco	15	9	4' 8 9/10"	Grignasco-Coggiola
52	Soc. Anon. Strada Ferrata Centrale e Tramvie del Canavese	Rivarolo	45	28	4' 8 9/10"	Rivarolo-Pont; Settimo-Rivarolo; Rivarolo-Castellamonte
53	Soc. Varesina Imprese Elettriche	Varese	46	29	3' 7 3/10"	Bettole di Varese-Luino; Ponte Tresa-Luino; Ghirla-Ponte Tresa
54	Ferrovia Elettrica Locale dell' Alta Anaunia	Bolzano	24	15	3' 3 3/8"	Dermulo-Mendola
55	Soc. Anon. Ferrovia del Renon	Bolzano	12	8	3' 3 3/8"	Bolzano-Collalbo
56	Soc. Ferrovia Elettrica Val Fiemme	Bolzano	51	32	3' 3 3/8"	Ora-Cavalese-Predazzo

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	Company	Address	kms	miles	Gauge	Lines Operated
57	Soc. Anon. Ferrovia Intra-Premono	Intra	13	8	3' 3 3/8"	Intra-Premono
58	Soc. Anon. Ferrovia della Guardia	Serro	11	7	3' 3 3/8"	Serro di S. Quirico-Santuario N.S. della Guardia
59	Soc. per la Ferrovia della Dolomiti	Cortina d'Ampezzo	66	41	3' 1 3/8"	Calalzo-Dobbiaco
60	Soc. Prealpina di Trasporti	*	12	8	2' 9 1/2"	Menaggio-Porlezza
61	Consorzio Intercommunale Val Degano	Comeglians	15	9	2' 5 1/2"	Comeglians-Villa Santina
62	Soc. per la Ferrovia Padova-Piazzola	Padova	28	17	4' 8 9/10"	Carmignano Sul Brenta-Padova
63	Soc. Anon. Esercizi Riuniti (Elletrica Nazionale)	Strada Venezia 1, Verona	47	29	4' 8 9/10"	Verona-Caprino-Garda
64	Ammin. Provinciale di Verona	Verona	45	28	4' 8 9/10"	Verona-Caprino; Affi-Garda

* Address unknown.

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under the Quartermaster General. It consisted of army, navy and air force officers, as well as of officials delegated by the railroads. Within the division areas, military transport delegations cooperated with the division managements. Military station commands reported to these delegations; they were mainly in charge of maintaining military discipline. The military transport authorities were also in command of railroad sections and companies consisting of militarized railroad employees.

D. Personnel

1. General

In 1938 137,703 persons were employed on the Italian national railroads. (For division of their functions see Table 4.)

Table 4. PERSONNEL OF ITALIAN NATIONAL RAILROADS

DIVISION OF FUNCTIONS

1938

Central administration	5,498
Regional administration	10,185
Maintenance and protection of way	26,031
Station service	40,678
Train crews	14,910
Locomotive crews	13,171
Current maintenance of equipment	16,677
Major workshops	8,953
Other services (gas plants, electric power stations, stores, printing of tickets, etc.)	1,600
	137,703

It can be assumed that changes in railroad personnel have taken place during the war.

The regularly employed railroad men, who were among the best-paid group of Italian workers, were well-trained and competent in their fields. They may have had Socialist tendencies but were not believed to lean toward Communism. Before the Fascist regime came into power, it was obvious that not all operating personnel possessed high standards of efficiency and discipline. Important express trains were often late and baggage services were unreliable. This situation improved after the railroad militia (Militia ferroviaria) took control of performance in stations and on trains.

2. Railroad Militia

The railroad militia was a branch of the Fascist Voluntary Militia for National Security. In 1938 it consisted of 5,302 officers and men in active service and 30,700 in reserve, totalling 36,002. The militia wore uniforms and black shirts, occupied guardrooms in stations, and rode on trains. Their functions were to control the regular railroad personnel, supervise and assist travellers, and protect railroads against theft and other illegal activities.

3. Recreational Organization

The recreational organization (Dopolavoro ferroviaria), a branch of the national recreational organization (Opere National Dopolavoro -- abbreviated OND), was a Fascist institution for the benefit of railroad personnel. In 1938

nearly the entire staff, 135,428 active and retired railroad employees, were members. In addition 1,278 medical doctors were associated with this organization. Its 272 branches maintained recreational facilities and sponsored educational and sports activities. It also gave subsidies to the personnel for farming, gardening, and raising domestic animals.

E. Railroads in the Corporative System

Private railway managements and all railway personnel fell under the following professional organizations of the Fascist corporative system. Employers came under the Federazione nazionale fascista degli esercenti imprese ferroviarie, tranviarie e di navigazione interna, a part of the Confederazione fascista degli industriali. Employees of the National Railroads belonged to the Associazione nazionale fascista dei ferrovieri di stato; employees of the private railroads came under the Federazione nazionale fascista degli autoferrotramvieri ed autointernavigatori, a part of the Confederazione fascista dei lavoratori dell' industria.

These national federations were broken down into provincial syndicates or trade unions for employers and employees, respectively. The principal non-political functions of the whole system were:

1. regulation of labor relations within the industry, through collective wage contracts and adjustment of labor disputes;

2. Assessment and collection of membership dues;

3. Provision of moral and economic aid and vocational instruction.

F. Changes in Administration in Recent Years

As far as known no fundamental changes in administration of the national railroads occurred under the Fascist regime. However, the General Inspectorate of railroads, tramways, and automobiles is now known as the General Inspectorate of civil motor transport and licensed carriers (Ispettorato generale della motorizzazione civile e dei trasporti in concessione), and the Divisional Railroad Inspection Agencies are known as Divisional Inspectorates of civil motor transport and licensed carriers (Ispettorati compartimentali della motorizzazione civile e dei trasporti in concessione). In March 1943, personnel of the national and private railroads in Sicily and Sardinia were militarized by decree, as were other communication employees. On July 30, 1943 all Italian personnel in these services were militarized. It is assumed that these decrees were designed to place personnel under martial law and under the command of the Army, but did not alter the railroad organization.

The following is a list of Ministers of Communications from 1935 to July 1943.

Benni, Antonio Stefano	1935 - 1939
Host Venturi, Giovanni	1939 - Feb. 1943
Cini, Vittorio	Feb. 1943 - July 26, 1943
Amoroso, Gen. Federico	July 26, 1943 (Badoglio government)

Luigi Velani was Director General of Railroads from 1931 until 1943.

In July 1943, the Badoglio government appointed General Federico Amoroso Minister of Communications. On September 15, 1943, Commissioners were appointed to undertake temporarily the functions of the various ministries at Rome. Luigi Velani was appointed Commissioner of Communications.

The so-called Republican Fascist government announced on September 23, 1943, that its Minister of Communications was Domenico Arcidiacono and on October 9, 1943, the appointment of Augusto Liverani as Undersecretary was announced. It is believed that these appointments by the Republican Fascist government supplanted the commissioners previously mentioned.*

A list of the leading railroad officials in 1939, and biographical notes concerning men dominant in railroad affairs at various periods, is given in the Appendix. The evaluation of the political attitude of these individuals is based on information available in the United States and should be used with caution.

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* In September 1943 Germany established a central military control agency (Wehrmachtverkehrsdirektion) in Bologna.

III. Allied Control

A. Combat Zones

Railroad operations in zones of warfare will be in the hands of the armed forces. The principal task of Allied control in other areas will be to take all possible steps to assist these operations and to secure fulfillment of requests from military agencies.

B. Objectives of Allied Control

Allied control in other than combat zones will have these objectives:

1. to ensure movement of Allied troops and supplies;
2. to keep war industries operating;
3. to help maintain and restore the country's economic and social life.

C. Method and Organization of Control

1. General

The importance of rail transportation for the conduct of war makes it imperative that, in setting up railroad control, Allied interests be fully protected. Methods, therefore, should be devised to guarantee: a) that full information on the status of railroad operation and all other pertinent data are available at any time, and b) that the controlling agencies are in a position to direct management policies and to enforce the execution of their requests. Consequently, control should be extended to all important activities in headquarters, principal operating agencies, and in the field. It is suggested, however, that

the existing Italian organization and Italian personnel be utilized insofar as compatible with the objectives of Allied control. Changes in the scope of control should be made when warranted by political or other developments.

2. Central Control Agency

It is recommended that an Allied central control agency for railroads be established. The chief of this agency should be an outstanding personality in the railroad field; the other members should have experience in railroad management, especially in administration, personnel, operation, and engineering. Their work should be integrated with that of the Italian Directorate General.

Members of the central control agency should collaborate with the Director General and with the heads of the departments; the Finance and Accounting Department should be included as far as budget matters are involved. These members should supervise work in the departments, take part in meetings of the Italian officials and see essential correspondence. They should report from time to time to the chief of the central control agency and should hold internal meetings under his chairmanship to discuss the general situation and special problems. Allied officials should be assigned to major workshops. In addition, one or more members should act as liaison officers with Allied military and other agencies.

3. Divisional Control Agencies

Allied divisional control agencies should be

established at Italian Division Managements and should include a division chief and properly qualified members. Special members should be assigned to the Chief of the Division Management and to the section chiefs. Their functions should be similar to those outlined for the central agency. These Allied officials should acquaint themselves with all developments in their respective areas and should report to the central agency through the division chief.

4. Inspectors

Allied inspectors should control the work of district and local agencies and should ride on trains. Their services should also be used when operating bottlenecks appear and when important movements need special supervision.

5. Powers of Allied Officials

Allied officials should be authorized to consult with and advise Italian officials, but no interference with actual operations should be permitted other than in emergencies. In appropriate cases requests should be made to the Italian agencies through the chiefs of the control agencies or upon their general or special authorization.

6. Control of Private Railroads

Allied officials should be assigned to the Italian Inspectorate General of Railroads, Tramways, and Automobiles to function under the direction of the chief of the central control agency. Developments will determine to what extent supervision of the activities of divisional inspection agencies and private companies will be necessary.

IV. Special Problems

The following observations are designed to outline the main problems which may confront Allied control in Italy and to present possible solutions. It is evident that such a discussion is possible only in general terms and that the success of Allied control depends on the initiative of the leading officials on the spot.

A. Personnel

1. General

It can be assumed that most Italian personnel will be willing to cooperate with Allied authorities. However, it should be a definite rule that men should be removed from responsible positions if they were active in the Fascist movement and have demonstrated their unreliability. Employees in subordinate positions should be dismissed in cases where security is endangered and where whole-hearted cooperation cannot be expected.

2. Railroad Militia

The railroad militia should be dissolved. It appears inadvisable to set up a similar organization since railroad services will be supervised by Allied officials.

3. Recreational Organization

The recreational organization should be reorganized on democratic lines in conformity with the policy adopted toward the national recreational organization. Its various facilities should be employed for the benefit of loyal personnel.

4. Corporative Organizations

The treatment of Fascist employers' and employees' organizations should be governed by the general policy adopted toward the Fascist corporative system.

B. Safety

Protection should be provided for railroad lines, bridges, tunnels, facilities, and trains by Allied armed forces. Control agencies should be active in requesting proper protection.

C. Inventories

When Allied control is established, the possibility of railroad operation will depend mainly upon the following:

1. amount of damage inflicted on lines and facilities;

2. number and types of serviceable locomotives and cars available;

3. supply of coal and lubricants.

A preliminary inventory of the state of repair of lines, of the equipment position, and of stocks of fuel and lubricants should be started immediately and completed within a few days. A more comprehensive inventory should be compiled later and kept up to date.

D. Emergency Measures

The result of the inventory will determine which measures should be taken at once, and those which may be taken in due course.

1. Repair of Damage

a. All efforts should be concentrated immediately

upon repairing damage on lines which are essential for Allied operations. In case of extensive repairs it may be desirable to call on the Directorate General of New Railroad Construction.

b. Special emphasis should be placed on restoration of electric traction.

2. Operation and Traffic

General traffic and operating policies should be determined after consultation with other Allied agencies concerned.

a. A system of priorities should be established. The following general order is suggested:

1) Allied military requirements

2) Shipments for maintaining war industries

3) Shipments for feeding the population

4) Other shipments

b. If necessary, services on all lines not vital for Allied military needs could be temporarily discontinued.

c. Restriction of passenger traffic will be inevitable to free equipment and personnel for more essential purposes.

d. Interchange of locomotives, passenger cars, and personnel within the country will be necessary. A reporting system should be adopted for this purpose.

e. Freight cars should be distributed by a central agency.

f. Economy in use of equipment should be enforced; in particular, high demurrage charges should be introduced and

loading and unloading at night and on Sundays should be required.

3. Equipment

a. All available facilities for repair of equipment, including those in private plants, should be utilized to full capacity.

b. Orders for new equipment should be placed when plant capacity is available.

c. Importation of locomotives and cars from overseas may be considered.

4. Coal and Lubricants

a. Immediate action should be taken to obtain imports of coal and lubricants.*

b. The possibility of redistributing the existing stores of coal and lubricants may be considered in spite of the extra transportation and other work involved.

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* In 1937-38 the Italian railroads consumed 1.8 million metric tons (2 million short tons) of coal which was rated at 7,700-8,200 calories per kilogram (13,860-14,760 B.T.U. per pound). They consumed about 200,000 kilograms (440,920 pounds) of lubricants.

APPENDIX

Leading Men in Railroad Administration

I. Officials in 1939

A. Ministry of Communications

Minister:

Benni, S. E. Antonio Stefano

Undersecretary of State for Railroads:

Iannelli, S.E. avv. Mario

Secretary of the Undersecretary of State for railroads:

Head of the Secretariat: Presa, gr. uff. avv. Enrico

Executive Secretary: Menna, comm. Alfonso

B. Administrative Council

President: Minister of Communications

Vice-President: Undersecretary of State for railroads

Members: Velani, ing. cav. di. gr. Luigi - Calletti, ing. cav. gr. cr. Pio - Cambi, dott. cav. di. gr. cr. Ettore - Cattaneo, cav. di. gr. cr. Giovanni - Fabbri, avv. gr. uff. Sileno - Fiori, ing. gr. uff. Felice - Focaccia, prof. ing. Basilio - Napoli, gr. uff. dott. ing. Paolo - Ponticelli, gr. uff. ing. Enrico - Scarelli, gr. uff. ing. Cesare - Pronzini, avv. comm. Giuseppe - Corio, colonn. comm. Guido.

Secretary: Giovene, ing. gr. uff. Nestore

C. Directorate General

Director General: Velani, cav. di. gr. cr. ing. Luigi

Vice-Director General: Nobili, gr. uff. dott. ing. Bartolomeo

Department of Transportation

Department head: Gigli, ing. gr. uff. Luigi

Traffic Department

Department head: Maccallini, gr. uff. ing. Luigi

Department of Maintenance and Operation of Equipment

Department head: Jacometti, ing. gr. uff. Jacometto

Assistant Department heads: Mariani, ing. gr. uff. Roberto - Steccanella, ing. gr. uff. Attilio

Department of Construction and Maintenance of Way and Structures

Department head: Pettenati, gr. uff. ing. Achille

Department of Personnel and General Matters

Department head: Falcone, avv. gr. uff. Gustano

Central Medical Office

Head: Pagliano, dott. comm. Guido

Railroad Research Institute

Director: Mascini, ing. dott. comm. Alessandro

Recreational Organization

Head: Fasciolo, dott. gr. uff. Umberto

Finance and Accounting Department

Department head: Merucci, rag. comm. Eugenio

Purchasing and Stores Department

Department head: Nobili, gr. uff. dott. ing. Bartolomeo

D. Heads of Division Managements*

Ancona	- Division Head:		Maccaferri, gr. uff. ing. Umberto
Bari	"	"	De Giorgi, ing. comm. Giuseppe
Bologna	"	"	Conti, comm. ing. Edgardo
Firenze	"	"	Sicurenza, gr. uff. ing. Agostino
Genova	"	"	Marsili, gr. uff. ing. Baldovino
Milano	"	"	Anzaldi, gr. uff. ing. Francesco
Napoli	"	"	Amidei, gr. uff. ing. Adolfo
Palermo	"	"	Prunas, gr. uff. ing. Mario
Reggio di Calabria	"	"	Rolla, comm. ing. Francesco
Roma	"	"	Benedetti, gr. uff. ing. Nicola
Torino**	"	"	Carmina, gr. uff. ing. Michelangelo
Trieste	"	"	De Giovanni, ing. comm. Amelio
Venezia	"	"	Di Prima, gr. uff. ing. Mario
Cagliari	"	"	Sollano, comm. ing. Gerlando

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* For areas of division managements, see Figure 2.

** Reported: new head since early 1943: Piumatti, Vittorio.

II. Biographical Notes*

A. Ministers

Amoroso, Gen. Federico

Born 1891. Wireless specialist. In 1941 was advanced to Lt. General in the Air Corps. In present war he commanded engineer troops of the 9th and 12th Armies. Recently held post of Superior Commander of Transmissions. Appointed Minister of Communications by Badoglio on 26 July 1943. He was among 10 ministers of Badoglio's cabinet who were not present with Badoglio in southern Italy. (29 September 1943)

Arcidiacono, Domenico

Born 1895. Naval captain, aviator; was Minister of Council of Marine and Aviation Corporation representing workers. In 1939 was nominated National Counselor of Chamber of Fasci and Corporations. Made Undersecretary of Communications for railroads, February 1943. Appointed Minister of Communications by Republican Fascist government 23 September 1943. (23 September 1943)

Benni, Antonio Stefano

Born 1880. Deputy of legislature 1921-1939. President or chairman of Board of Marelli Company (electrical equipment). Connections with Westinghouse. President and councillor of several large companies. President of Bank of Rome 1928-1935. Former President of Fascist Grand Council; member of Central Council of Fascist Party. Minister of Communications 1935-39.

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* Date of latest information follows each article.

Reports disagree whether he became a Fascist because of conviction or business reasons. (1940)

Cini, Vittorio

Born 20 February 1885. Wealthy industrialist. Made a senator in 1934. Minister of Communications 5 February 1943. Member of Mussolini's Cabinet until 25 July 1943. Arrested recently under order of mass arrest of all those who manifested joy when Mussolini fell from power on July 25. Joined Fascism out of business convenience, very intelligent, but disliked by Italians. Financed Fascism from its beginning. (9 October 1943)

Host Venturi, Giovanni

Born Fiume, 1892. Connected with Fiume episode. Formerly Minister of Corporations. 1935-1939 Undersecretary of Merchant Marine. Minister of Communications 1939 - February 1943. Active in early period of Fascism. (1943)

Velani, Luigi

Born 1877. An able career man; university training as mechanical engineer. From 1931 Director General of Railroads. Made senator in 1939. Appointed Commissioner of the Ministry of Communications under Badoglio government. Owes promotions to Fascists, but is not supposed to be Fascist at heart. (15 September 1943)

B. Undersecretaries

Iannelli, Mario

Born 1892. Lawyer, active in Fascist Party since 1922. Minister of Corporation of Gardeners and Fruitgrowers; Podesta of Salerno 1929-35. Undersecretary of State for

railroads 1935 - February 1943. Gravely compromised with Fascism; not a reliable character. (1943)

Liverani, Augustus

Secretary of Fascist Union of Dock Workers. Was recently appointed Undersecretary of Ministry of Communications by Mussolini's Republican Fascist government. (10 October 1943)

Scarfiotti, Luigi

Born 1891. Engineer; specialist in motors and construction material. Was president of the Industrial Union of Province of Macerata. Since 30 March 1939 has been national counselor as member of Council of Chemical Corporation. Undersecretary of State for railroads from February 1943 to July 1943. Member of Fascist Party since its earliest days. (February 1943)

C. Members of the Council

Calletti, Pio

Born 1871. In 1939 was member of Council, Minister of Public Works, president of Consiglio Superiore dei Lavori Publici. Brilliant engineer; a real politician. Senator. In April 1943 he was Undersecretary of Public Works. A Fascist before the March on Roma. (April 1943)

Cambi, Dr. Ettore

Served for many years in Ministry of Finance. In 1939 was member of Council. Under Badoglio was made Commissioner of Finance (comptroller general of state). (24 September 1943)

Cattaneo, Giovanni

Military career. Senator since 1928. Has published technical studies on railroads and international navigation. Member of Council in 1939. (1940)

Corio, Guido

Member of Council because of his army position and predilection for Fascism. Representative of War Department. (1939)

Fabbri, Sileno

Member of Council by reason of position in Fascist Party. (1939)

Napoli, Paolo

Contractor and civil engineer; business in building roads and bridges. Made his fortune as a contractor through political relations. Owes his inclusion in Council to his political affiliations and to fact that for many years he was president of the Roma chapter of the Fascist syndicate of engineers. (1939)

D. Other Important Officials

Benedetti, Nicola

In 1939 was head of division management in Roma. Serious-minded engineer. He was obliged to be a Fascist for convenience. However, he has a better character than many other railroad officials. (1939)

Fasciolo, Umberto

In 1939 was head of political recreational organization (Dopolavoro Ferroviaria). Fasciolo was direct representative

of the Fascist Party within railroad administration. (1939)

Jacometti, Jacometto

In 1939 was head of Department of Maintenance and Operation of Equipment; good engineer; knows his branch very well. (1939)

Marcallini, Luigi

Head of Traffic Department. Intelligent, active, able. Joined Fascist Party for convenience. (1939)

Mariani, Roberto

Assistant head of Department of Operation and Maintenance of Equipment in 1939. Designer of railroad cars. (1939)

Marsili, Baldovino

Head of Division Management in Genoa in 1939. Superficial; ardent Fascist. (1939)

Mascini, Alessandrio

Director of Railroad Research Institute. Has good theoretical knowledge of locomotives; responsible for experiments and tryouts of locomotives. (1939)

Mobili, Bartolomeo

In 1939 was Vice-Director General and head of the Department of Stores and Purchasing. Has been more careful with public money in latter office than most. Very good knowledge of construction material for the railroads. Intelligent and ambitious. Would do much for honor. Owes rapid advancement to his friendly attitude to Fascism. (1939)

Santis, Gaetano de

Born 1870. Retired university professor (archeology,

ancient history). Commissioner for Special Administration of the Railroadmen's Association under Badoglio government. Anti-fascist. (8 September 1943)

Steccanella, Attilio

Assistant head of Department of Maintenance and Operation of Equipment in 1939. Dependable, honest but not too intelligent; very exact and pedantic. (1939)